

WINE AND
SPIRIT
MERCHANTS
* CHAZALON & CO. *
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1889
The Highest Possible Award
Joseph
Gillott's
PENS
Of Highest Quality, & Having Unsurpassed
Durability, are Therefore
UNRIVALLED.
The only Award Chicago, 1893

No. 13,442.

號五月五年六零百九千一英

HONGKONG, SATURDAY, MAY 5, 1906.

日二十月四年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED

KULMBACHER BEER.

Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.

MACEWEN, FRICKEL & CO.,
1816 3, DUDDELL STREET.

Intimations.

WANTED.

YOUNG LADY for our **DRAPERY**
DEPARTMENT.
Apply to **THE SAVOY, LTD.**
Hongkong, May 3, 1906. 942

DOCTOR WANTED.

The act as **SURGEON** on an Emigrant
Steamer.
For particulars, apply to
BUTTERFIELD & SWIRE.
Hongkong, April 21, 1906. 920

WANTED.

By a Lady, **BOARD** and **RESIDENCE**
in **KOWLOON.**
British family, and Tennis Court pre-
ferred.
Apply to **'O. M.'**
Care of **'CHINA MAIL'** Office.
Hongkong, April 24, 1906. 869

SITUATION WANTED.

YOUNG EXPERIENCED ACCOUNT-
TANT, with good knowledge of
Shipping, Insurance and Typewriting,
having all mornings to spare, would be glad
of engagement.
Apply to
Care of **'CHINA MAIL'** Office.
Hongkong, May 2, 1906. 913

GEO. FENWICK & CO., LTD.
ENGINEERS & SHIPBUILDERS.

MR. JOHN I. ANDREW has been
appointed **GENERAL MANAGER**
of the above Company in succession to the
Undersigned, who is leaving the Colony.
W. G. WINTERBURN, M.N.A.
Hongkong, May 1, 1906. 974

NOTICE.

THE PHARMACY (FLETCHER & CO.,
LTD.)

NOTICE IS HEREBY GIVEN that
from this date, the Manager of this
Company will be **MR. E. B. K. HUNT**,
Member of the Pharmaceutical Society of
Great Britain, and late Dispenser, St. Bar-
tholomew's Hospital, London, who will
personally dispense all prescriptions.
Hongkong, May 2, 1906. 919

NOTICE.

MR. P. W. GOLDRING'S connection
with the firm of Messrs **BRUTON,**
HETT and **GOLDRING** having been
severed by mutual consent, the business
heretofore carried on under that name will
as from this date be continued at Nos. 39,
41 and 43, Des Voeux Road, under the
name of Messrs **BRUTON & HETT**, and
Mr. P. W. GOLDRING will carry on
business under his own name at No. 10,
Queen's Road Central.
Dated May 1, 1906.
BRUTON & HETT
PHILIP W. GOLDRING.
908

THE POPULAR
SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

AND

H.R.H. THE PRINCE

OF

WALES.

Supplied at all the Leading Grocers and
Hotels, and to be obtained from all the
Principal Bottlers.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS : **KOWLOON BAY.** OFFICES & STORES :
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. **HONAM**, 2,335 tons, Captain H. D. Jones.
s.s. **POWAN**, 2,335 tons, Captain W. A. Valentine.
s.s. **FATSHAN**, 2,250 tons, Captain R. D. Thomas.
s.s. **HANKOW**, 3,073 tons, Captain C. V. Lloyd.
s.s. **KINSHAN**, 1,995 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. **HEUNGSHAN**, 1,998 tons, Captain G. F. Morrison, R.N.R.
Departs from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon,
except otherwise notified by Express.
During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. **LUNGSHAN**, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-
TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. **SALINAM**, 588 tons, Captain J. Wilcox.
s.s. **NANNING**, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANHONG, (First Floor), opposite the Hongkong Hotel,
Or of **BUTTERFIELD & SWIRE.**
Agents, **CHINA NAVIGATION CO., LTD.**

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
28, WYNDHAM STREET.
1653

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, BATTAN AND HARDWOOD
FURNITURE AND NOVELTIES.
NO BAMBOO FRAMES IN OUR CHAIRS.
Some NOVELTIES IN LEATHER GRILL, WORK AND BUILT LEATHER PILLOWS, ETC.,
JUST ARRIVED.
Showrooms—No. 2, Pedder St.; Factory—1 to 13, Shaukiwan Rd.
3211

N. LAZARUS, OPTICIAN, No. 5, PEDDER STREET
(UNDER HONGKONG HOTEL).
SIGHT TESTED FREE. LENSES GRIND. REPAIRS A SPECIALITY.
1797

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, MONTREAL.
THIS COMPANY issues the most Liberal and Clear Policy ever offered in any part of the
SMALL-POX Covered. Policies written HERE in any Currency.
HONGKONG OFFICE: 14, DES VOEUX ROAD CENTRAL.
GRANT AND LESLIE, General Agents for China.
GEO. GRIMBLE, Manager, Hongkong.
Hongkong, April 21, 1906. 692

NOTICE OF REMOVAL.

DR SWAN HAS REMOVED from
No. 7, Alexandra Buildings to 13,
BANK BUILDING, 1st Floor, next to
Shanghai Life Insurance Co., Ltd.
Hongkong, May 3, 1906. 939

NOTICE OF REMOVAL.

MESSRS L. M. ALVARES & CO.
have this day REMOVED their
Offices to the Top Floor of No. 8, DES
VOEUX ROAD CENTRAL, above the
Office of Messrs JOHNSON, STOKES and
MASTERS.
Hongkong, May 1, 1906. 909

NOTICE OF REMOVAL.

MESSRS WILKS & JACKS beg to
inform their clients that they have
definitely REMOVED their Offices to
VICTORIA BUILDINGS, 5, QUEEN'S
ROAD CENTRAL, and their Stores to Kow-
loon, and have no longer any Electrical
Goods in Beaconfield Arcade.
Hongkong, April 30, 1906. 902

NOTICE OF REMOVAL.

MR. CHEUNG,
HIGH-CLASS PHOTOGRAPHER,
PANORAMIC VIEW OF
SAN FRANCISCO.
NOW ON SALE.
PRICE ONE DOLLAR EACH.
BRANOH, HONGKONG HOTEL CORNER.
Hongkong, April 24, 1906. 1887

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO **THE MANAGER.** 804

OHNE WING & CO.

28 & 30, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
1227

WILLIAM MACLEOD,
D.D.S.,
ENGLISH DENTIST.
1, CAMERON ROAD, KOWLOON.
1st Floor, Kowloon Dispensary.
1939

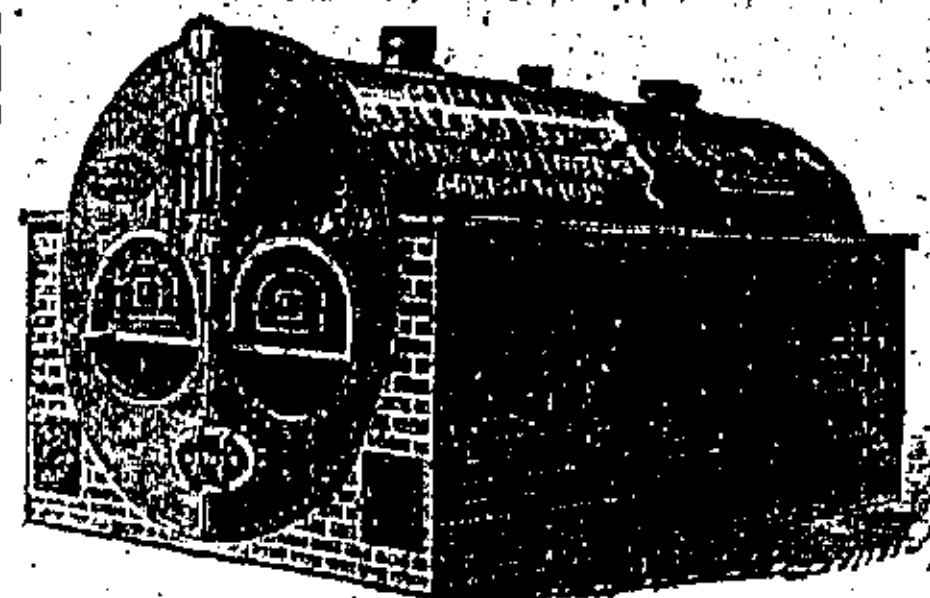
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETELY.

FOR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

LADIES' DEPARTMENT.

JUST RECEIVED, A NEW SHIPMENT OF

SUMMER COSTUMES

IN MUSLIN, LINEN, COTTON, ETC.

LADIES' TRIMMED HATS

LATEST LONDON AND PARIS STYLES.

BLOUSES, UNDERSKIRTS,
BOOTS and SHOES.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager
2197

STAG HOTEL,

142, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to **THE MANAGER.** 1985

CHAMPAGNES

FROM
CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 480

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WAITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 692

GEO. GRIMBLE, MANAGER.
14, DES VOEUX ROAD CENTRAL.
720

GRANT & LESLIE, GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 692

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FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 692

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, **\$4.75** per Cask, ex Factory

In Bags of 250 lbs. net, **\$2.80** per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

285

FAIRALL & CO.

ARE SHOWING

NEW SUMMER COSTUMES
AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, ETC.

NEWEST STYLES IN

TRIMMED HATS

NEW FLOWERS AND LACES.

HOTEL BALTIMORE—LATE HOTEL AMERICA

2, WYNDHAM STREET.
A FIRST CLASS HOTEL under European Management. **NICELY FURNISHED.**
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to **THE MANAGER.** 1151

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Near Doors to H. PRICE & Co.)

All kinds of FURNITURE, CARVED (ANTIQUE) BLACKWOOD, CHERRY and GLASS

WARE, KITCHEN UTENSILS, etc., etc., etc.

AT MODERATE PRICES. 178

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.

That Preposterous Will, by L. G. Moberley	... ..	\$1.75
The Race of Life, by Guy Boothby	... ..	1.75
The Interpreters, by Byrde	... ..	1.75
The Scho's Daughter, by B. Barraden	... ..	1.75
The Path of the Pioneer, by D. Wyllards	... ..	1.75
Brownjohns, by M. Deamer	... ..	1.75
The Lapse of Vivien Lady, by C. Marriott	... ..	1.75
Prince Charlie, by B. Delannoy	... ..	1.75
Pears' Cyclopaedia	... ..	.80
Phil Conway, by Gunter	... ..	.40
Hazell's Guide to the New House of Commons	... ..	.40
Jin-Jing	... ..	.80

SCOTCH WHISKIES.

EXTRA SPECIAL FINEST LIQUEUR.....\$14.50.

V. O. S. (OLD MATURED).....\$18.50.

FERRINTOSH (GREAT AGE, VERY FINE).....\$32.00.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

Intimations.

Lea and Perrins' Sauce.



By Royal Warrant
to
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPOONABLES.

PINCE-NEZ AND EYE PRESERVES.

FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPE AND

ADAMANT CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HONG KONG, opposite the New Post Office site.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

QUEEN'S ROAD-CENTRAL.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bile, etc.

Safe and most
Effective Remedy
for
Regular Use.

DINNEFORD'S
MAGNESIA

MAGNESIA

USE ONLY & USE ALWAYS

ATKINSON'S

A LUXURIOUS PERFUME

RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

ROWLAND'S MACASSAR OIL FOR THE HAIR

UNSURPASSED. UNEQUALLED.

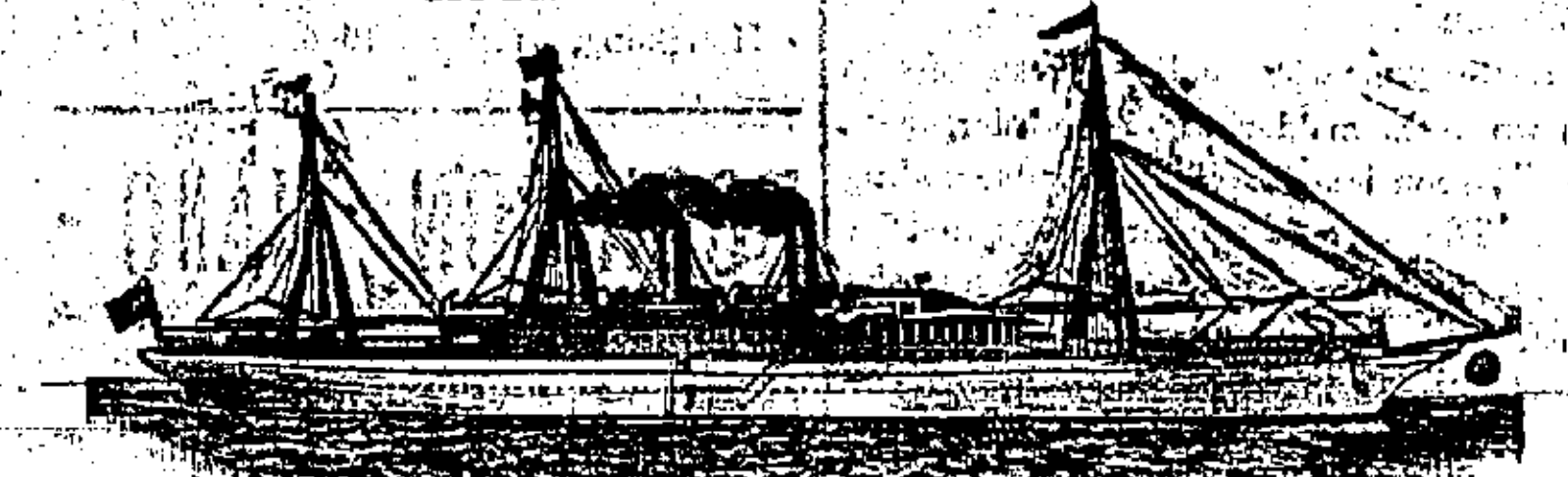
Use it for your own and your children's hair and you will find it Pre-
serves, Nourishes, Enriches and Restores it more effectively than
anything else. Golden Colour for fair or grey hair.

Bottles, 2/6, 1/6, 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—
 LONDON & ANTWERP, VIA MANILA, About 8th May. Freight and Passage.
 SINGAPORE & BOMBAY, W. R. LEMAR, About 8th May. Freight and Passage.
 P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
 The only Line that maintains a Regular Schedule of 12 Days across the Pacific to the EMPRESS LINE, SAYS 3 TO 7 DAYS OCEAN TRAVEL, 12 DAYS HONGKONG TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER

Proposed Sailings	(Subject to Alteration)
EMPEROR OF JAPAN	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF INDIA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF CHINA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF RUSSIA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF GERMANY	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF AUSTRIA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF ITALY	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF SPAIN	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF PORTUGAL	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF GREECE	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF TURKEY	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF PERSIA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF INDIA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF CHINA	6000 Tons, Wednesday, May 30, 1906.
EMPEROR OF JAPAN	6000 Tons, Wednesday, May 30, 1906.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262. Intermediate on Steamer, £40, £42.
 R.M.S. MONTREAL, YOKOHAMA and ANTWERP, carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to: D. W. CRADDOCK, Acting General Agent, CORNER PRINCE STREET and FRANK, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG, AND CALCUTTA	KUMSANG	TUESDAY, May 8, at 3 P.M.
SHANGHAI	HSANG	TUESDAY, May 8, at 4 P.M.
MANILA	YUENANG	FRIDAY, May 11, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light, Unrivaled Table.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yungtze Ports.
 For Freight or Passage, apply to: JARDINE, MATHESON & CO., General Managers.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
DAIJIN MARU, Capt. H. OHTA, SHOSHO MARU, Capt. N. NEMO, DAIGI MARU, Capt. S. TAGAMI, MAIDU MARU, Capt. M. HIRAI, ARAISHI MARU, Capt. K. OHTA.	TAMBU, Via SWATOW, SHANGHAI, Via SWATOW, AMOY AND FOCHOOW, TAMBU, Via SWATOW, AMOY AND FOCHOOW, ANPING, Via SWATOW, SHANGHAI, Via SWATOW, AMOY AND FOCHOOW.	SUNDAY, May 6, at 10 a.m., TUESDAY, May 8, at 10 a.m., SUNDAY, May 13, at 10 a.m., WEDNESDAY, May 16, at 10 a.m., THURSDAY, May 17, at 10 a.m.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light, Unrivaled Table.
 * Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.
 For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.
 T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.
 Proposed Sailings from Hongkong for VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To SAIL
TREMONT	9600	T. W. Gaskill	20th May, 4th July
LYRA	4411	G. V. Williams	3rd July
SEAWORTH	9600	E. V. Roberts	27th July
TREMONT	9600	T. W. Gaskill	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The Twin-screw s.s. Shikowit and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room, Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information, Apply to: DODWELL & CO., Limited, GENERAL AGENTS, JOHNS BUILDINGS.

OCEAN STEAMSHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
 JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
 MONTHLY SAILINGS FOR LIVERPOOL.
 TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	TYDOR	15th May
GLASGOW AND LIVERPOOL	GLADWIN	15th May
GLASGOW AND LIVERPOOL	BAIRDS	17th May
GLASGOW AND LIVERPOOL	DOUGLASS	23rd May
GLASGOW AND LIVERPOOL	AXA	31st May
GLASGOW AND LIVERPOOL	MERION	7th June
GLASGOW AND LIVERPOOL	STENON	7th June

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	BELLEPHON	8th May
GENOA, MARSEILLES & LIVERPOOL	CAZHAS	30th May
AMSTERDAM, LONDON & ANTWERP	MOTONE	22nd May
AMSTERDAM, LONDON & ANTWERP	JASON	5th June
AMSTERDAM, LONDON & ANTWERP	DEVALON	19th May
GENOA, MARSEILLES & LIVERPOOL	GLADWIN	20th May

* Taking Cargo for Liverpool at London Rates.
 TRANS-PACIFIC SERVICE.
 OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.
 VICTORIA, SEATTLE, TACOMA, and all VICTORIA, PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.
 WESTWARD.
 TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST.

For Freight, apply to: BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
FOOCHOW	YUNAN	8th May
YOKOHAMA & KOBE	TEIAN	7th May
MANILA	TEIAN	8th May
CALLAO	SHANTUNG	8th May
CHEFOO, TIENTSIN & NEWCHOW	KALAN	8th May
SEANGHAI	KWANG	11th May
CEBU & ILOILO	SUNOKANG	15th May
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TEIAN	30th May

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.
 * Taking Cargo on through Bills of lading to all Yangtze & Northern China Ports.
 * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
 N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.
 For Freight or Passage, apply to: BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Furthest Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila Direct.	12th May, at 12 o'clock Noon
ZAPIRO	2540	R. Rodger	Manila Direct.	19th May, at 12 o'clock Noon

For Freight or Passage, apply to: Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK, via PORTS AND SUEZ CANAL.
 (With Liberty to Call at the MALABAR COAST).

Steamship	Tons	Captains	For	Sailing Dates
S.S. RAMSAY	20,718	J. H. Rinder	Manila Direct.	About 20th May, 1906.

For Freight and further information, apply to: SHEWAN, TOMES & CO., General Agents.

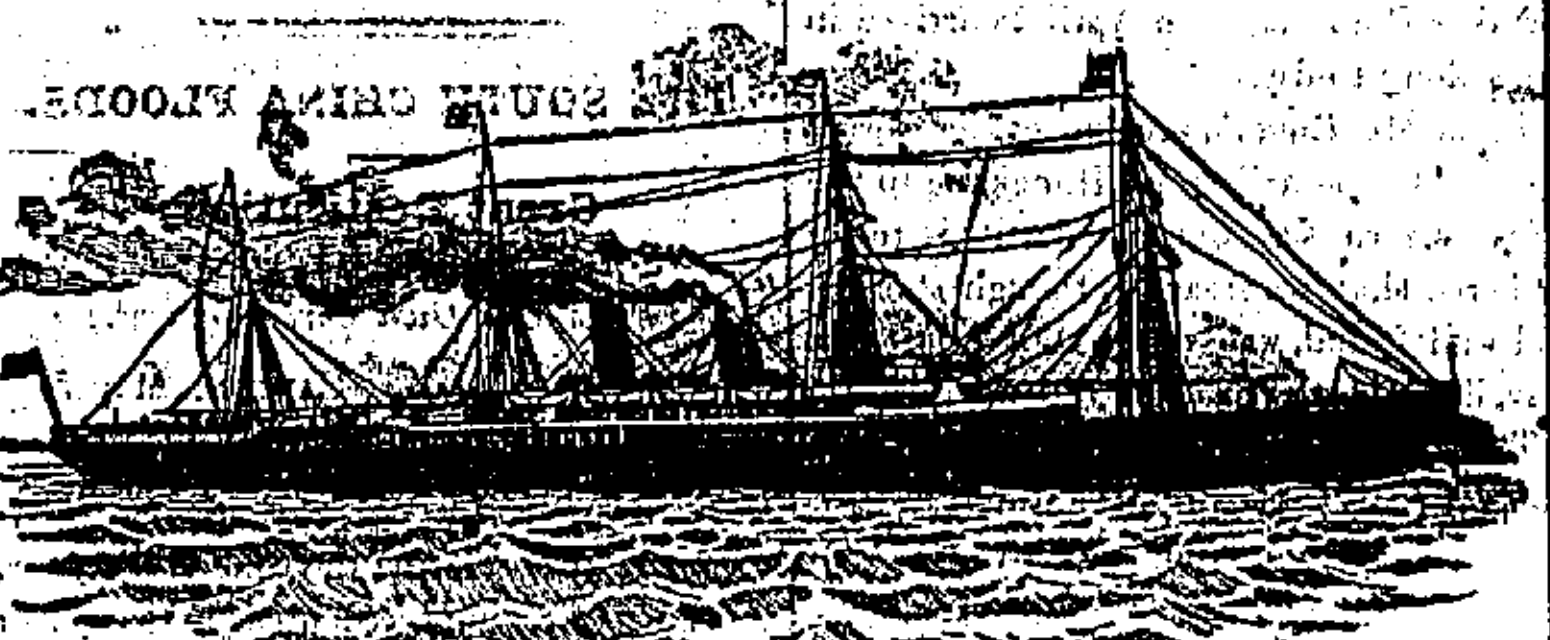
'SHIRE' LINE.

FOR LONDON AND ANTWERP.
 THE Steamship FLINTSHIRE, 3435 Tons, will be despatched for VLADIVOSTOK on or about the end of May, to be followed by S.S. VINE BRANCH, 3442 tons.

For Freight, etc., apply to: SHEWAN, TOMES & CO., Agents. Hongkong, April 6, 1906.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.
 VIA HONOLULU.
 TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	Captains	To SAIL ON
COPTIC	9,000	FRIDAY	11th May, at Noon
SIBERIA	18,000	FRIDAY	18th May, at Noon
AMERICA MARU	11,000	FRIDAY	25th May, at Noon
MONGOLIA	27,000	TUESDAY	5th June, at Noon
CHINA	10,000	TUESDAY	12th June, at Noon
NIPON MARU	11,000	TUESDAY	19th June, at Noon
DOHIO	9,500	TUESDAY	26th June, at Noon
MANCHURIA	27,000	FRIDAY	6th July, at Noon
HONGKONG MARU	11,000	TUESDAY	17th July, at Noon
KOREA	18,000	TUESDAY	24th July, at Noon
Twin Screws			

RECORD FAST TRIPS.
 Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.
 San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-26th, 1905; 4 days, 19 hours.
 San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.
 Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA OF JAPAN), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 11th May, 1906, at Noon, taking cargo for Japan and the United States.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.
 For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.
 S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captains	To SAIL ON
ARABIA	4483	MEYERHOF	May 22, at Daylight
ARAGONIA	5188	ENST	June 11, at Daylight
NICOMEDIA	4370	WAGMANN	June 21, at Daylight
NOMANTIA	4370	FELDTMAN	July 14, at Daylight

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to: S. SILVERSTONE, Acting General Agent.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

MARSEILLES, LONDON	AWA MARU, Tons 6,309.	WEDNESDAY, 16 May, at Daylight
AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID,	SANUKI MARU, Tons 3,118.	WEDNESDAY, 30 May, at Daylight.
VICTORIA, B.C. AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	TAMBA MARU, Tons 3,130.	WEDNESDAY, 13 June, at Daylight
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KAGA MARU, Tons 3,301.	TUESDAY, 29 May, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	YAWATA MARU, Tons 3,817, Capt. Matsumoto.	FRIDAY, 18 May, at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Tons 3,559, Capt. E. W. Haswell.	FRIDAY, June 15, at 4 p.m.
WAKASA MARU, Tons 2,255.		SATURDAY, 12 May, at Noon.
NIKKO MARU, Tons 3,559, Capt. E. W. Haswell.		WEDNESDAY, 16 May, at Noon.
IYO MARU, Tons 3,320, Capt. W. Thompson.		WEDNESDAY, 6 June, at Daylight.

KOBE AND YOKOHAMA...
 * Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For further information as to Freight, Passage, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
 A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, Via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).
 THE MAGNIFICENT NEW TWIN-SCREW STEAMERS 'MINNESOTA' AND 'DAKOTA' (Each Tons 20,718 Gross Reg.)

Will be despatched from Hongkong as follows:—
 MINNESOTA, Captain J. H. RINDER, On or about TUESDAY, 12th JUNE, 1906.
 DAKOTA, Captain D. FRANKS, On or about SATURDAY, 21st JULY, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.
 Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to: NIPPON YUSEN KAISHA, Agent.

BRITISH INDIA STEAM NAVIGATION CO., LD.

FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship ZALDA, Captain A. M. RAY, will be despatched as above on SUNDAY, the 6th May, at Daylight.
 For Freight or Passage, apply to: JARDINE, MATHESON & CO., Agents. Hongkong, April 30, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOOW.
 THE Company's Steamship HAIMUN, Captain A. J. ROSSON, will be despatched as above on TUESDAY, the 8th May, at 10 a.m.
 For Freight or Passage, apply to: DOUGLAS, LAPRAIK & CO., General Managers. Hongkong, May 4, 1906.

AUSTRIAN NAVIGATION LLOYDS STEAM COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 For information as to Passage & Freight, apply to: SANDER, WIELER & CO., Agents' Princes' Building, Hongkong, April 14, 1906.

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship CAEKWAR, Captain... will leave for the above places on WEDNESDAY, the 9th inst., 11 p.m.
 For Freight or Passage, apply to: SANDER, WIELER & CO., Agents' Princes' Building, Hongkong, May 3, 1906.

'SHIRE' LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.
 THE Steamship MERIONETHSHIRE, will be despatched for the above ports on or about the 10th May, 1906.
 For Freight, etc., apply to: SHEWAN, TOMES & CO., Agents. Hongkong, April 12, 1906.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.
 THE Steamship BEN VENU, Captain KROUSE, will be despatched as above on or about SATURDAY, the 16th May, 1906.
 To be followed by s.s. Bendra and Ben-mohr.
 For Freight or Passage, apply to: GIBB, LIVINGSTON & CO., Agents. Hongkong, April 25, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
 THE Steamship POLYNESIE, Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 16th May, 1906, at 1 p.m.
 Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe.
 Next Sailings will be as follows:—
 S.S. CALDONEN, May 29, 1906.
 S.S. CALAZIE, June 12, 1906.
 S.S. CALAZIE, June 26, 1906.
 S.S. CALAZIE, July 10, 1906.
 S.S. TONKIN, July 24, 1906.
 O. DE CHAMPEAUX, Agent. Hongkong, May 1, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

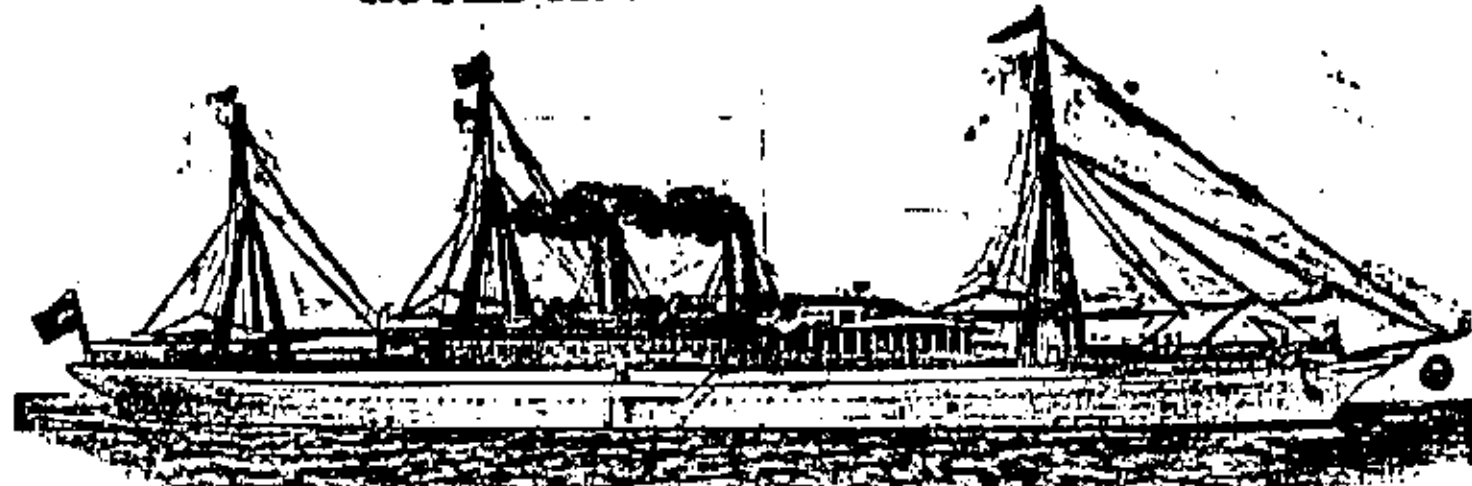
Via PORTS AND SUEZ CANAL.
 With Liberty to Call at MALABAR COAST.
 Proposed Sailings from Hongkong, STEAMERS—To SAIL—1906.
 SATSUMA, About 22nd May.
 WRAY CASTLE, To follow.
 For Freight and further information, Apply to: DODWELL & CO., LTD., Agents.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via SINGAPORE, PANG, Cebu, and Port Said.	MANILA..... A.W. ANDERSON, R.N.	About 9th May.	Freight and Passage.
SINGAPORE & BOMBAY.	PEKIN..... W. R. LEWIS	About 9th May.	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 12 Days across the Pacific is the 'EMPERESS LINE.' SAVING 3 TO 7 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN.....	6000 Tons WEDNESDAY, May 9.....May 30.
R.M.S. TARTAR.....	4425 Tons WEDNESDAY, May 23.....June 10.
EMPERESS OF CHINA.....	6000 Tons WEDNESDAY, May 30.....June 17.
EMPERESS OF INDIA.....	6000 Tons WEDNESDAY, June 6.....June 23.
ATHENIAN.....	3892 Tons WEDNESDAY, June 27.....July 14.
EMPERESS OF JAPAN.....	6000 Tons WEDNESDAY, July 11.....Aug. 1.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and around the WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG AND CALCUTTA	RUMSANG.....	TUESDAY, May 8, at 3 P.M.
SHANGHAI.....	HSANG.....	TUESDAY, May 8, at 4 P.M.
MANILA.....	YUENSANG.....	FRIDAY, May 11, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply toJARDINE, MATHESON & CO.,
General Managers.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
DAIHU MARU, Capt. H. Ohta, SHOSHU MARU, Capt. Nemoto, DAIJI MARU, Capt. S. Tagami, MAIDZURU MARU, Capt. Miyuki, AKAISHI MARU, Capt. K. Obara.	TAMUL, Via SWATOW AND AMOY, SHANGHAI, Via SWATOW, AMOY AND FOCHOOW, TAMUL, Via SWATOW, AND AMOY, ANPING, Via SWATOW, AND AMOY, SHANGHAI, Via SWATOW, AMOY AND FOCHOOW.	SUNDAY, May 8, at 10 a.m. TUESDAY, May 8, at 10 a.m. SUNDAY, May 13, at 10 a.m. WEDNESDAY, May 16, at 10 a.m. THURSDAY, May 17, at 10 a.m.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

Via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TRENTON.....	2606	T. W. Garlick	26th May.
LYRA.....	4417	G. V. Williams	3rd July.
SHAWMUT.....	2606	E. V. Roberts	27th July.
TRENTON.....	2606	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply toDedwell & Co., Limited,
General Agents.

JOHN'S BUILDINGS.

OCEAN STEAM SHIP COMPANY, LIMITED
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR FULL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL.....	TYDEUS.....	12th May.
GLASGOW AND LIVERPOOL.....	HYSON.....	12th "
GLASGOW AND LIVERPOOL.....	GLAVUS.....	15th "
GLASGOW AND LIVERPOOL.....	REITER.....	17th "
GLASGOW AND LIVERPOOL.....	IDOMENOS.....	19th "
GLASGOW AND LIVERPOOL.....	ATLAS.....	31st "
GLASGOW AND LIVERPOOL.....	MELING.....	7th June.
GLASGOW AND LIVERPOOL.....	STRETS.....	7th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP.....	HELLEROPHON.....	8th May.
GENOA, MARSEILLES & LIVERPOOL.....	CALCHAS.....	20th "
AMSTERDAM, LONDON & ANTWERP.....	MOTUNE.....	22nd "
AMSTERDAM, LONDON & ANTWERP.....	JASON.....	5th June.
AMSTERDAM, LONDON & ANTWERP.....	DECALION.....	19th "
GENOA, MARSEILLES & LIVERPOOL.....	GLAVUS.....	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGA SAKI, KOBE & YOKOHAMA.....	TYDEUS.....	16th May.
	SECTOR.....	10th June.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST.....	YANISSE.....	25th May.
	KEKUN.....	16th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
FOOCHOW.....	YONGAN.....	6th May.
YOKOHAMA & KOBE.....	TEINAN.....	7th May.
MANILA.....	TEAN.....	8th May.
CALLAO.....	SHANTUNG.....	8th May.
CHEFOO, TIENTSIN & NEWCHANG.....	KALANG.....	9th May.
SHANGHAI.....	KWANGSE.....	11th May.
CEBU & ILOILO.....	SINOKIANG.....	15th May.
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	TEINAN *.....	30th May.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australasian ports.N.B. REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amplitudes.—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI.....	2640	R. Almeida	Manila Direct.	SATURDAY, 12th May, at 12 o'clock Noon.
ZAFIRO.....	2640	R. Rodge	Manila Direct.	19th May, at 12 o'clock Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUZ CANAL.
(With Liberty to Call at the
MALABAR COAST.)

Steamship	Tons	Captains	To Sail
S.S. RAMSAY.....			About 20th May, 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.SHEWAN, TOMES & CO.,
General Agents.FOR LONDON AND ANTWERP.
THE Steamship
FLINTSHIRE
will be despatched for the above ports on or about the end of May, 1906.For Freight, etc., apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, April 6, 1906.

FOR VLADIVOSTOK.

THE Steamship
ORANGE BRANCH,
3,435 Tons,
will be despatched for VLADIVOSTOK on or about the end of May, 1906.

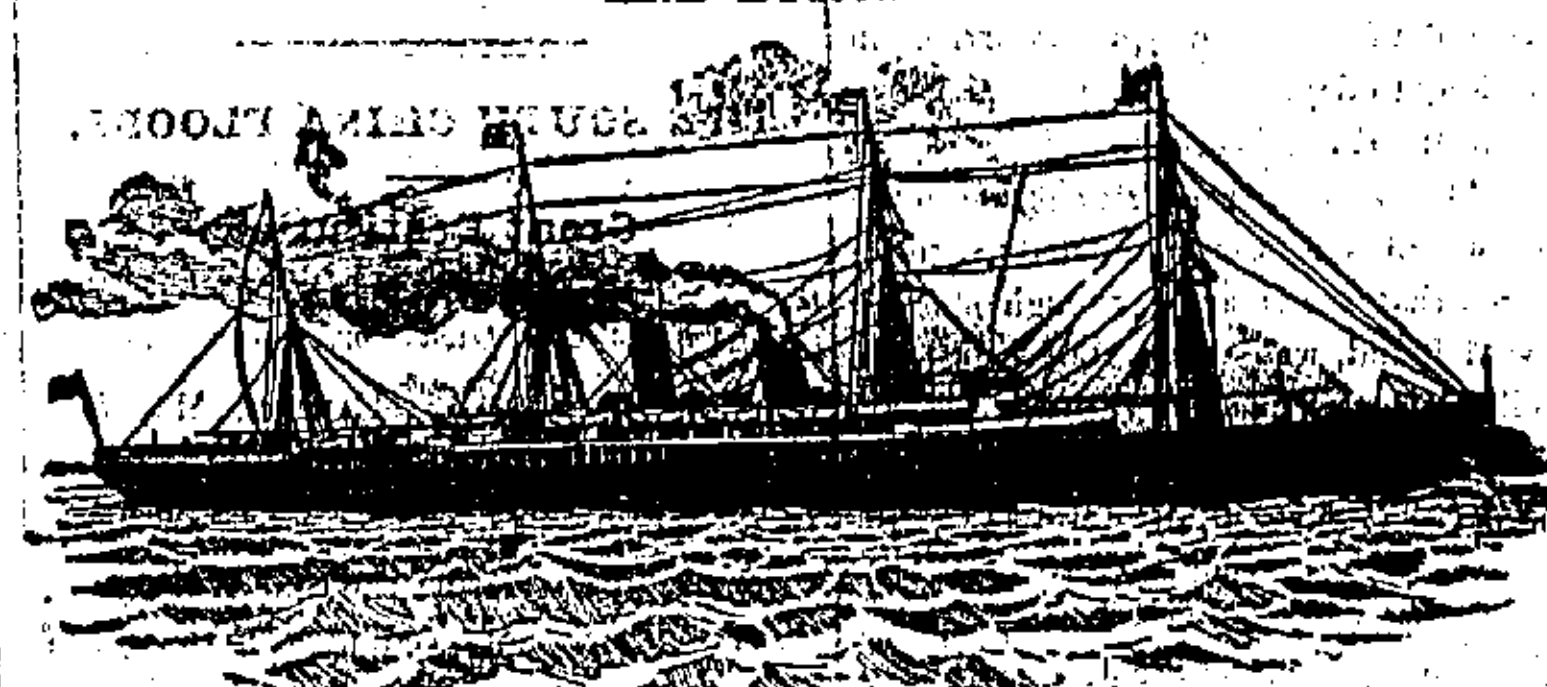
S.S. VINE BRANCH, 3,442 tons.

For Freight, etc., apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, April 24, 1906.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
COPTIC.....	9,000 Gross Tons.....	FRIDAY, 11th May, at Noon.
* SIBERIA.....	18,000 "	FRIDAY, 18th May, at Noon.
* AMERICA MARU.....	11,000 "	FRIDAY, 25th May, at Noon.
* MONGOLIA.....	27,000 "	TUESDAY, 5th June, at Noon.
* OHINA.....	10,200 "	TUESDAY, 12th June, at Noon.
* NIPPON MARU.....	11,000 "	TUESDAY, 19th June, at Noon.
* DOKU.....	8,000 "	TUESDAY, 26th June, at Noon.
* MANCHURIA.....	27,000 "	FRIDAY, 6th July, at Noon.
* HONGKONG MARU.....	11,000 "	TUESDAY, 17th July, at Noon.
* KOREA.....	18,000 "	TUESDAY, 24th July, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco.....S.S. KOREA, 18,000 tons. September 18-27th 1905;
10 days, 11 hours and 5 minutes.San Francisco to Honolulu.....S.S. SIBERIA, 18,000 tons. August 18th-20th, 1905;
4 days, 19 hours.San Francisco to Yokohama.....S.S. SIBERIA, calling at Midway Islands and Honolulu
en-route, August 16th-31st, 1905, 13 days, 13 hours.Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905
10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC, will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 11th May, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON.OPERATING IN
CONJUNCTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To Sail on
ARABIA.....	4485	MEYERHOFER.....	May 22, at Daylight.
ARAGONIA.....	5198	ERNEST.....	June 11, at Daylight.
NICOMEDIA.....	4570	WAGELAND.....	June 21, at Daylight.
SYDNEY.....	4570	FELDMANN.....	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AWA MARU, Tons 6,939, SANUKI MARU, Tons 6,130, TAMBA MARU, Tons 6,130.	WEDNESDAY, 16th May, at Daylight. WEDNESDAY, 30th May, at Daylight. WEDNESDAY, 13th June, at Daylight.

VICTORIA, B.C. and SEA T.T.E. WASH- INGTON, via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	* KAGA MARU, Tons 6,201.	TUESDAY, 29th May, at 4 p.m.
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SYDNEY AND MELBOURNE, via MANILA, THURS- DAY ISLAND, TOWNS- VILLE AND BRISBANE.	* YAWATA MARU, Tons 3,817, Capt. Mathieson. * NIKKO MARU, Tons 6,639, Capt. E. W. Haswell.	FRIDAY, 18th May, at 4 p.m. FRIDAY, June 15, at 4 p.m.
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BOMBAY, via SINGAPORE AND COLOMBO.	* WAKASA MARU, Tons 6,265.	SATURDAY, 12th May, at Noon.
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NAGASAKI, KOBE AND YOKOHAMA.	* NIKKO MARU, Tons 6,639, Capt. E. W. Haswell.	WEDNESDAY, 16th May, at Noon.
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KOBE AND YOKOHAMA.....	* IYO MARU, Tons 6,320, Capt. W. Thompson.	WEDNESDAY, 6th June, at Daylight.
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* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(PASSING THROUGH THE INLAND SEA OF JAPAN).THE MAGNIFICENT NEW TWIN-SCREW STEAMERS
'MINNESOTA' AND 'DAKOTA'

(Each Tons 20,718 Gross Tons.)

Will be despatched from HONGKONG as follows—
MINNESOTA, Captain J. H. RINDER, On or about TUESDAY,
13th JUNE, 1906.DAKOTA, Captain E. FRANCK, On or about SATURDAY,
21st JULY, 1906.

Carrying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, etc.

These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, etc.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with Trans-Pacific Cabin Passengers by this line, and, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

BRITISH INDIA STEAM NAVIGATION CO., LD.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
ZALDA
Captain A. M. Ravi, will be despatched as above on SUNDAY, the 6th May, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, April 30, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAIMUN
Captain A. J. Benson, will be despatched as above on TUESDAY, the 8th May, at 4 a.m.For Freight or Passage, apply to
DOUGLAS, LAIRDALE & Co.,
General Managers.
Hongkong, May 4, 1906.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR
TRIESTE Direct, Calling at
SINGAPORE, PENANG, RANGOON,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.(Taking cargo at through rates to the
BRITISH, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEBANON,
VENICE AND ADRICATIC PORTS.)THE Chartered Steamship
FILIPPO ARTELLI.Captain RANONICION, will be despatched as above on or about the 8th May.
This Steamer has accommodation for passengers, Electric Light and carries a Doctor.For information as to Passage & Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, April 14, 1906.BROOKBANK LINE TO THE
FAR EAST.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
GAERWAR,
Captain....., will leave for the above places on WEDNESDAY, the 9th inst., 9 a.m.For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, May 3, 1906.

'SHIRE' LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
MERIONTHSHIRE,
will be despatched for the above ports on or about the 10th May, 1906.For Freight, etc., apply to
SHEWAN, TOMES & CO.,
Agents.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENVENUE,
Captain KROON, will be despatched as above on or about SATURDAY, the 12th May, 1906.To be followed by S.S. BENEDICT and BEN-
MOH.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BATA-
VIA, COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN
AND BLACK SEA PORTS.THE Steamship
POLYNESIEN.

Captain BROU, will be despatched for MARSEILLES on TUESDAY, the 15th May, 1906, at 11 a.m.

* Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows—
S.S. CALÉDONIEN.....May 29, 1906.
S.S. SALAZAR.....June 12, 1906.
S.S. OCEANIC.....June 26, 1906.
S.S. TOURNAI.....July 10, 1906.
S.S. TONKIN.....July 24, 1906.G. DE CHAMPEAUX,
Agent.REGULAR
STEAMSHIP SERVICE TO NEW YORK.Via PORTS AND SUZ CANAL.
With Liberty to Call at MALABAR COAST.

BY TELEGRAPH.

ANTI-REPUBLICANISM IN FRANCE.

A PLOT UNEARTHED.

The Duke of Orleans Active.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 4.
M. Clemenceau, French Minister for Foreign Affairs, has discovered documents at Lyons proving the existence of a plan based on instructions from the Duke of Orleans for the participation of all anti-Republican parties in the labour riots now prevalent.

RUSSIA'S FLIGHT.

FURTHER DISTURBANCES PROBABLE.

A Civil War Feared.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 4.
The St. Petersburg correspondent of the Daily Telegraph predicts that there will be renewed conflicts between the Crown and the nation.
He further declares that the reactionaries intend using the foreign loan for the purpose of waging a civil war against the people.

It is stated that Count Lamsdorff, Minister for Foreign Affairs will probably resign.

RUSSIA.

Count Witte's Resignation.

LONDON, May 3.
The correspondent of the Telegraph, in St. Petersburg, says that M. Durnovo, the reactionary, has been dismissed, and is succeeded by M. Gorenitzin, an extreme bureaucrat, and enemy of Count Witte, whose resignation is ascribed to ill health, but is really due to the impossibility of fighting the reactionaries.

PLAGUE AT HONAM.

Driving Away the Demon.

CANTON, May 5.
The plague is very bad at Honam and inside the city. Idol processions and dragon processions, accompanied by much gun beating and crackling firing, are frequent occurrences, the people hoping thus to appease and drive away the plague demon.

A FATAL QUARREL.

Coolies Charged With Murder.

A quarrel took place amongst three coolies engaged in unloading a coal junk in Yau-mai Bay yesterday during which one of their number received injuries which caused his death. The junk on which the men were engaged (No. 941) was close to the wharf and was discharging into the coalshed close by at Mongkok. The deceased was working on the deck and the other two men down below, filling baskets, and at about 2 p.m. the former had occasion to rearrange the gangway plank. In doing this he knocked one of the coolies overboard. The other man seeing this came up and scolded the deceased and eventually fell on him and gave him a good thrashing, it is alleged, administering both kicks and blows.

The foreman at this stage saw what was going on and came to the man's rescue and his assailants returned to their work in the hold. The other coolie went to a cabin in the fore part of the junk and almost at once complained of feeling unwell. He soon became very ill and in less than half an hour died, before medical assistance was obtained. The police were told of what had taken place and on coming to the junk placed the two coolies under arrest.

This morning they were, under the names of Fung Kai Sing and Chung Shuk, charged with the murder of one Mak Kwai. At the request of Inspector MacDonald a remand was granted.

The case looks like one of ruptured spleen but pending the result of the post mortem examination nothing definite can be said on that point.

LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief bind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and storekeepers.

THE FOUNDERED "CHUKONG."

STORY OF THE ONLY EUROPEAN SURVIVOR.

How the Ship Went Down.

Mr. Bertram Rutter, Chief Engineer, the sole European survivor of the ill-fated steamer "Chukong," which foundered off Breaker Point early on April 28 arrived in the Colony to-day.

From Mr. Rutter's account of the voyage of the "Chukong" from Hongkong to the point where she went down it is to be gathered that the steamer, though staunch and well found, was unfortunely deep sea travelling in anything like rough weather.

The "Chukong" was a vessel of some 445 tons, was steel built and had twin screws. She left Hongkong on April 26 about 6 p.m. with the Master, Captain W. Bright; the Chief Mate, Mr. J. Service; the Chief Engineer, Mr. Rutter, and Mrs. Service on board. These were the only Europeans on the steamer, the rest being the Chinese crew and the charterer, an Amoy merchant.

Beautifully calm weather and smooth sea were encountered between the time of sailing and up till the evening of the 27th, when approaching Swatow. About 6 o'clock on this date a strong north-east monsoon made itself manifest and brought with it a rising sea. As the evening drew on the wind began to assume the proportions of a gale. Big seas began to run, and in consequence of the amount of water that was shipped the Captain, about 8.30 o'clock, telegraphed to the engine room to slow down.

The steamer was riding the sea extremely well though waves broke off her bow and on to the main deck, which, being a river boat, was only a few feet above the water line. When it was observed that the sea was threatening to flood the deck all the hatches were battened down and everything made taut and trim. Great green seas began to come on board with increasing rapidity and with terrific crashes, whilst heavy spray was finding its way to the bridge and upper decks.

Until after midnight, however there was no anxiety felt amongst the Europeans on board. The Captain and mate were on duty through the night and as morning approached realised that the vessel was in grave peril of foundering. The seas having attained tremendous dimensions the swamped vessel was unable to recover itself after several fearful shocks, and gradually took a list to port. As this list increased the starboard propeller was pitched to such an angle that it was almost powerless, and in consequence the vessel was unable to make headway against the heavy wind and waves, and veered round until it was broad-side on.

All efforts were unavailing to rescue the ship from this terrible predicament. The engines were kept at full speed, but the inability of the starboard propeller to grip the water made it impossible for her head to be brought round. Billows dashed against the starboard woodwork and tore through the gangway openings, flooding the engine room and driving the chief engineer and his assistants on deck. They remained on duty until the water became so deep in the stokehold as to render further work impossible and useless.

Lying almost on her side the steamer was at the utter mercy of the waves. The Europeans were on the bridge and though knowing that the vessel was filling and was doomed, maintained an extremely calm demeanor. Amongst the Chinese, too, there was a calmness exhibited that was surprising.

The only boat that could be launched was that on the port side, and this several of the Chinese crew got afloat, after some effort. It was, however, impossible for the Europeans to take advantage of the launching of the life boat as the vessel rolled over before and precipitated them into the water they had time to do much to save themselves. As the boat turned, efforts were made to get Mrs. Service—who was admirably calm and collected, though death stared her in the face—on to the upper works, so that she might have some chance of taking advantage of the raft and wreckage which might float after the vessel went down.

When the time (6.40) arrived that it was necessary for each man to look to himself Mr. Rutter clambered along the side of the boat to the stern and jumped into the sea, doing this to avoid being engulfed in the suction caused by the sinking of the vessel. On coming to the surface he was unable to clearly see what had become of the other Europeans though he thinks he saw the chief mate on a raft.

Swimming about for awhile he came to the boat already launched by them. There were two men in the boat and with these an attempt was made to keep in the vicinity of the wreck in order to pick up possible survivors. The waves were so strong and the wind so high, however, that it was almost impossible to see anybody until the boat was on the crest of a wave and even then it was utterly futile to attempt to pull the boat against the storm. Two Chinamen—one being the charterer—were picked up, but so rapidly was the boat borne before the wind that even the wreck was soon out of sight. With the boat-sweeper at the tiller and the remainder of the Chinese (10 all told) at hand efforts were made to make for the coast. There was no land in sight at this time, but after three hours the boom of the coast-line near Breaker Point was observed. At 12.30 o'clock the lighthouse at Breaker Point was reached and by careful handling of the boat the island was made some time later. Tremendous seas were running, but by following the directions of the keepers of the lighthouse a landing was effected in a sheltered spot. Every attention was shown the shipwrecked men and they were removed thence to Swatow.

This was all that Mr. Rutter was able to say from his own knowledge. The second engineer, however, who was picked up on a raft the day after the wreck added a few more details. He said that himself, two Chinese and the Chief Mate clambered on to a raft when the ship sank. They drifted

about all day finding it difficult to maintain their hold. The sea continually washed over the raft and at midnight Mr. Service and another Chinaman were washed off and drowned. The second engineer and another member of the crew clung to the raft and were picked up next day by a German steamer and taken to Amoy.

Of the Captain and Mrs. Service, nothing is known, so it is safe to assume that they have perished. Mr. Rutter has lost all his clothing and effects, being dressed in nothing but his pyjamas when he leaped overboard. At Swatow he was rendered some assistance by the British Consul, and arrived at Hongkong to-day.

THE SOUTH CHINA FLOODS.

Great Destruction.

(From Our Own Correspondent.)

CANTON, May 5.

Reports of destitution and suffering continue to reach Canton from the inundated sections. Considering the time of the year, the floods are unprecedented. The water at Canton is comparatively lower, and it is hoped that the worst is over.

For the last three days the people of Canton have listened to heavy firing, four times a day, that made one think of the Baltic fleet and all that. It was the pathetic attempt of the people, by order of the Viceroy, to break up the clouds and drive away the rain.

By special proclamation every military station and guard boat in and around Canton was ordered to co-operate in the firing at "cock crowing," noon, twilight, and midnight.

DEATH OF MR. H. M. BEVIS.

A Record of Good Service.

The cable brought news to-day of the death of Mr. H. M. Bevis, who for close on thirty years was a member of the staff of the Hongkong and Shanghai Banking Corporation, both here, in Shanghai, and in Yokohama. The deceased gentleman first saw the East in 1876, when he was transferred from the London office to the Head Office of the Bank in Hongkong. Though then but a youth, for he was only in his twenties, his ability was marked and he soon attracted the attention of his superior officers and began to forge his way upwards. Five years after he arrived in Hongkong he was appointed Accountant at the Shanghai Branch, but three years later he was back in Hongkong as Chief Accountant. The studious application which marked his early progress still remained a strong trait in Mr. Bevis' character and when the sub-management of the Shanghai office fell vacant he was selected for the post, which he filled with credit alike to himself and the Bank. That was in the Jubilee year. In 1891 he crossed to Japan, still in the service of the Bank, and took over the management of the Yokohama Office, remaining there for three years, when he again went to Shanghai, this time as manager. He only remained in Shanghai for one year, before he was promoted to Inspector of Branches in 1896 and after two years in this position he again visited Yokohama as manager. From Yokohama he returned to Hongkong and was Acting Chief Manager of the Head Office here for six months in 1900, during the time that Sir Thomas Jackson was absent from the Colony on leave, but Mr. Bevis afterwards returned to Shanghai as Manager. Here he remained until a year or so ago, when in Hongkong in the early part of 1905 Mr. Bevis contracted a serious disease, which almost carried him off, and in March of the same year he left for England on furlough. He only lived for a year after leaving the Colony.

The demise of Mr. Bevis will come as a shock to all who knew him and his death will be deeply regretted. He was one of the old residents of China and was very well known in Shanghai, Yokohama, and Hongkong, and he was a man whom to know was to admire. He had a large number of friends along the Chinese coast, for he came under the category of the "real good sort."

THE YARN MARKET.

Messrs. Cawston, Pallen and Co. report under date of May 5. Since the issue of our last report of the 29th ult. per a. "Arcadia" we have experienced a more dull and depressed fortnight. Reports from the country continue very discouraging and in consequence of some of the consuming districts being flooded with the recent heavy rains business in the interior has been at a complete standstill. The trifling sales reported during the interval were effected in the early portion of the fortnight at a decline of 81 per bale and confined exclusively to inferior goods under actual and urgent requirements. Other descriptions are very difficult to move and almost neglected and unless there is a very marked improvement in the demand shortly we are afraid that the very heavy stock of high-priced yarn in dealers' hands, a panic is in all likelihood imminent in the near future. We close with a very full and depressed market. No. 68, trifling sales at quotations, No. 81, nothing doing. Nos. 106, 124, and 165, small business at a decline of 81 per bale. No. 204, prices have been fairly steady at which a fair business has been done. Since the last fortnight's closing of about 100 bales of No. 68; 175 bales of No. 106; 100 bales of No. 124; 125 bales of No. 165; and 825 bales of No. 204; in all about 1,235 bales. Arrivals per steamer "Trieste," "Lightning," "Kumanga," and mail steamer "Donghai" of about 8,125 bales. Shipment to Shanghai and Northern Ports of about 7,000 bales. The unsold stock is estimated at about 880,000 bales.

Local Yarn.—No business is reported in these threads.

Japanese Yarn.—A single sale of 60 bales No. 16 at \$130 is reported.

ECONOMY IN THE END.

A few doses of Chamberlain's Cough Remedy will cure your cold and perhaps save a doctor's bill later on. It always cures and cures quickly. For sale by all chemists and storekeepers.

AN EXTRAORDINARY STORM.

A Nine Pound Halibut.

From private advices we learn that an extraordinary halibut occurred at Lien-chau, seventeen miles from Pakhoi, on Friday last, which did considerable damage to the property of the district over which it raged.

The stones were abnormally large, measuring three inches in length and two inches in thickness. The force with which they struck the roofs of the houses in which the whole, the roof of the Desantown Mission being considerably damaged.

Some of the houses were simply riddled with the force of the hail, and the contact of the stones with the houses sounded like a bombardment. One stone, we are informed, was weighed, and tipped the scale of six catties.

Strange to say nothing was heard or seen of the storm in Pakhoi.

ROBERT MORRISON MEMORIAL.

Proposal From Canton.

(From Our Correspondent.)

CANTON, May 4.
Canton has launched a \$200,000 building movement for the Y.M.C.A. in connection with the centenary celebration next year of the arrival of the first Protestant Missionary to China, Dr. Morrison, whose name is inseparably associated with Canton, Hongkong and Macao.

A few weeks ago Rev. T. W. Pearce, by invitation, delivered an address in Canton, and in the course of his remarks he suggested that a building be erected to be known as the Morrison Memorial Building, to commemorate the arrival in 1807 of Robert Morrison who lived and died in Canton.

At once a committee was appointed to draw up plans for carrying out the suggestion. At a meeting of the Canton Missionary Conference, on Wednesday, the 2nd inst., the plan proposed was unanimously and enthusiastically adopted, and a permanent committee was elected. This committee has met and organized as follows: Chairman, Rev. W. W. Clayton, of the London Missionary Society; Secretary, Rev. R. E. Chambers, of the American Baptist Mission; Treasurer, Rev. Geo. H. McNair, of the New Zealand Presbyterian Mission; other members, Rev. C. A. Nelson, of the American Congregational Mission and Rev. A. A. Fulton, D.D., of the American Presbyterian Mission. A big mass meeting is to be held about July 1st. A vigorous campaign is beginning, as will be seen from the following resolutions adopted at the Conference:

1.—That the Conference heartily approves of raising a fund of at least \$200,000, Silver, with which to purchase land in Canton, and erect and equip a building as a memorial to Robert Morrison, the first Protestant Missionary to China.

2.—That the purchase of land, the erection of this building and the management of the same be entrusted to the local Board of Directors, or Trustees, of the Young Men's Christian Association, when the same shall have been duly appointed, upon the condition that the building shall contain a large assembly hall, which shall be available, free of charge, for meetings arranged for by this Conference, when such meetings do not conflict with the work of the Young Men's Christian Association.

3.—That the Conference recommend to the Board of Directors of the Young Men's Christian Association the adoption of so much of the Rev. Mr. Pearce's suggestions as they shall find practicable, especially that portion of his paper that deals with a missionary museum.

4.—That the Conference appeal to the friends of Mission work in general and of Young Men's Christian Association work in particular everywhere to co-operate in raising the amount required.

5.—That five members of the Conference be selected and constituted a Committee to take steps to raise the fund.

6.—That the Internal Committee of Young Men's Christian Associations be requested to co-operate in raising the fund.

7.—That the International Committee of Young Men's Christian Associations, headquarters at New York City, be designated as the body to receive all moneys that shall be contributed to this fund and in due course to hand the same over to the local Board of Directors or Trustees.

8.—That the Conference Committee be instructed to appoint District Treasurers of the Fund, well known and responsible persons, as follows: one in Great Britain; one in the United States; one in the United States; one in Canada; one in Australia; and one in China, who shall receive funds contributed in their several districts and duly forward the same to the International Committee of Young Men's Christian Associations.

In addition to the Young Men's Christian Associations in the educational institutions in Canton, there is, under the presidency of Mr. S. F. Ricketts, an Association for the foreign young men. This European work, commenced with a young man's Bible class the year before last, and during last year and this the work has grown until several separate Bible classes have been organized on (Shanghai), and on Honan, and from time to time work has been done on the gunboats in the harbor.

SPRAINED ANKLE, STIFF NECK, LAM SHOULDER.

THESE are three common ailments for which Chamberlain's Pain Balm is especially valuable. If promptly applied it will save you time, money and suffering when troubled with any one of these ailments. Sold by all chemists and storekeepers.

SKETCHES OF NATIVE LIFE.

The Blind Singing Girl.

VIII.

Europeans often see in Queen's Road, in the evening twilight, two women following each other, of whom generally the leader is old and hag-like, whilst the second is always blind, and frequently young. The latter carries along across her shoulders a native banjo. In her hand she carries two pieces of cyprus wood about a foot long, with which, at every few steps, she strikes a sound, just as "Bones" does at a comic entertainment with his castanets, or the Moore when they beat time for their dances. These, in a word, are the overtures of Chinese singing girls who have been introduced from the mainland to Hongkong, in order to earn a living. How they manage to secure a living, and what that living is, we shall develop later on. The harrowing tale of the younger women belongs to the establishment, and for a bare statement nightly act as guides to the blind musicians.

Musical, such as it is, has occupied the attention and captivated the taste of the Chinese people from very ancient times. The Sacred books are full of references thereto, and if we must give any real meaning to the excessive appreciation by Confucius and others, it is almost necessary to assume that it was a more attractive art than that it appears to-day. Yet even now it seems to have charms for Chinese crowds, who from their earliest childhood have been accustomed to all kinds of raucous noises, and therefore they enjoy music, as owls enjoy mice. But as this sketch does not concern itself specially with music and musicians, I must confine myself to the narrower subject which forms the text of this paper.

Blind musicians have flourished in China for thousands of years. There is a curious reference found in the Tai Nya of the Shi King. "The lizard-skin drums rolled harmoniously and the blind musicians performed their parts." We have to imagine the ancient court, more or less crude, and the orchestra of drums, which is so attractive to-day, because of its booming noise. Seated around are the blind musicians, among whom doubtless there would be singers, and so the roll of drums, the clash of gongs, and the wail of song played those ancient lonesome and dunes. It would be very easy even with a superficial knowledge of the Classics to quote several other references.

History or legend tells us that the blind were first of all trained to sing, in order that they might earn their own living. If this be correct, the old days were indeed preferable to the modern, for in China today these unfortunate people are permitted to roam the streets at will, in order to beg, and annoy their more fortunate countrymen. I remember having looked into this subject some years ago, and discovered then that the emperors of the Chou dynasty (1123 B.C.) commanded their "Ministers of music" to teach the blind both to play and sing, that the latter might perform in the palace for the amusement of the princes, and so earn a living. Sympathy with the unhappy condition of those deprived of sight, if we can trust tradition, appears to have been the impulse which moved these early kings to arrange that their blind subjects should learn to sing and play an instrument, much as to-day compassion moves the hearts of some among us to teach our blind some handicraft, such as for example, basket making. But after all, these times are very remote, and the data from which to draw conclusions dimly. That blind musicians really performed as we know, because of scattered allusions in the ancient books. Much further than this it would not be safe to push.

As was natural, however, if men could be taught to sing, women could be trained in the same art, and the latter would presumably be more attractive to their princely hearers. It was not long, therefore, ere blind singing girls were introduced, and they have continued to this day, though now they are an unfortunate class, as we shall see later on. As amongst the Troubadours of ancient Provence, what was at first done by the rich as an amusement, was next imitated by the poor as a means of earning a livelihood. So in China what was at first apparently confined to the Court, and was the prerogative of men, done for the entertainment of the rich and idle, soon attracted imitators among the less fortunate classes, who went in for singing in order to get a living. Some of the most thoroughly trained among the better classes of singing girls are said to be very attractive, and instances are not wanting in which they have been purchased from their previous owners, at large sums of money—in some cases not less than a thousand dollars—to become the concubines of their admirers. Of the exact facts, and how frequently these transfers occur, the man in the street for obvious reasons can have but a very imperfect idea.

The songs which these songsters sing are at times not without a touch of real poetry. I remember transcribing and translating one of these popular songs some years ago, which I have by me still. It is called "The Warrior's Wall."

"The Chieftain led his armies forth upon the sandy plain;
Why then in such disorder does he lead them back again?
On the throne steep proud I stood
When my royal master gave his orders,
And low I bowed;
Forth then I went tranquilly to bring
And peace within his borders.
But the number of the robbers so greatly
Had increased;
That they levelled to the ground all
The villages and towns;
And my soldiers in the battle they
Overthrew.
Defeated was I then,
Though a leader once of men;
No longer that high honour can I claim.
Before my king I bend;
My confessions here I end.
And my punishment most humbly do I crave."

Details are published by *New Free Press* of the construction programme which was sanctioned recently for the Russian navy by the Tsar, and which is to be spread over a term of nine years. The programme comprises 12 battleships, 15 cruisers, 45 torpedo-boat destroyers, 18 torpedo-boats, ten submarines, seven gunboats, nine monitors, and one mining ship, a total of 118 vessels.

DEACON (exclusively): "I wish that our young minister weren't obliged to preach to such a small congregation."

Widow: "So do I. Every time he said 'Dear beloved' this morning I felt as if I had received a proposal."

AN AMERICAN REMEDY.

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NEW

CONNAUGHT HOTEL.

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HIGH-CLASS HOTEL.

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOT. COURTES EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

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A. W. SLATON,

Manager,
Hongkong, April 12, 1906. 707

ROBINSON PIANO COMPANY, LTD.

NEW PIANOS

\$70 Cash

AND 18 PAYMENTS OF \$20 EACH

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STEINWAY, BECHSTEIN, KRAUSS, HAAKE, HOPKINSON, WINKELMAN,

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CARDS may be obtained on applying to

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Hongkong, April 9, 1906. 693

TO LADIES!

Ask for and insist on getting

SILVER DISH

Hams, Bacon, Cheese

AND Tinned Provisions.

To be obtained from all respectable

dealers in Hongkong.

GEO. & JNO. NICKSON & Co., Ltd., LIVERPOOL, ENGLAND.

Hongkong, January 9, 1904. 20-6

THE KING OF SOOTH WHISKIES.

KING EDWARD VII Special White Label.

Par Dozen \$16.00.

SOLE AGENTS: H. PRICE & CO., WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL, TIANHONG No. 128.

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THE ONLY GENUINE

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LIMITED.

QUEEN'S ROAD.

CANTON EMBROIDERY.

SWATOW

DRAWN

WORK.

MANDARIN

COATS,

LACE,

&c., &c., &c.

THE SAVOY, Ltd.**TO SMOKERS.**

It is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

Two Good Reasons why it is advantageous to Smoke Egyptian Cigarettes.

1.—Cheaper of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middlemen's profits.

2.—Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco at from 40% to 50% cheaper than imported cigarettes of equal quality.

NAME.	SIZE.	AGED IN BOXES OF 100.	PRICE PER 100.
Great Britain...large	60	50	\$4.50
Venus...large	60	50	3.00
Hongkong Club (cork tipped)...large	60 & 100	3.00	
Admiral...medium	100	2.20	
Princess...gold tipped (ladies)...small	100	2.00	
Flora de Orie...with tubes (ladies)...small	100	2.00	
Military (gold tipped)...medium	100	2.00	
Germania...medium	100	1.80	
Paris...small	100	1.50	
The Peak Tramway...medium	100	1.50	
Emperor of China (gold tipped)...medium	100	1.20	
Lusitano...medium	100	1.00	

We also make cheap cigarettes of second-grade Turkish Tobacco, at \$6.00 per 1000. Minimum quantity sold—1000.

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These magnificent instruments, for quality of Tone, Lightness of Touch, and Perfect Finish, are Unsurpassed.

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YORK BUILDINGS, CHATER ROAD,
Hongkong, April 3, 1906.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated

'E' BLEND

VERY OLD LIQUEUR

SCOTCH - -**WHISKY.**

A blend of the finest WHISKIES distilled in SCOTLAND

OF GREAT AGE, MELLOW AND FINE FLAVOUR.

Pronounced by Connoisseurs to be the BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recommended, and are unsurpassed in quality and price:—

A.—Thorn's Blend...\$12.00
B.—Glenorchy, Mellow Blend, a fine 'Soda' Whisky of great age 12.00
C.—Aberlour-Glenlivet 1850
D.—H.K.D. Blend of the Finest Old Malt Scotch Whiskies...16.00

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

DEATH.
Bevis.—On the 4th May, 1906, at London, H. M. Bevis, of The Hongkong & Shanghai Banking Corporation, (By cable).

MEMOS. FOR TO-MORROW.
Miscellaneous.
Goods per Palace not cleared at 4 p.m. on this date subject to rent.
Goods per Gregory Apsar undelivered after 4 p.m. on this date will be landed.

MEMOS. FOR MONDAY.
Amusements.
9 p.m.—Performance at City Hall.

Miscellaneous.
Goods per Oldenham undelivered after this date at Kowloon will be subject to rent and landing charges.
Goods per Remor undelivered after this date subject to rent.
Goods per Glenloch not cleared on this date subject to rent.

General Memoranda.
Tuesday, May 2.—
11 a.m.—Auction of Towels, Carpets, &c., at Mr. F. Kinn's Sales Rooms.
2.30 p.m.—Auction of Household Furniture, at 'Billingsfleet,' Peak Road.

Wednesday, May 3.—
Goods per Dargla not cleared at 4 p.m. on this date subject to rent.
Thursday, May 4.—
2.30 p.m.—Auction of Valuable Stamps, at Mr. F. Kinn's Sales Rooms.

Friday, May 5.—
2 p.m.—Auction of Household Furniture, &c., at Des Voeux Road Villas, The Peak.

Saturday, May 6.—
Auction of Valuable Furniture, &c., at No. 2, Antrim Terrace, Kowloon.
11.30 a.m.—Meeting of A. S. Watson & Co., Ltd., at the Co.'s Office.
Noon—Meeting of The Hongkong Electric Co., Ltd., at the Co.'s Office.

Thursday, June 14.—
11 a.m.—Auction of Complete Cement Factory, at Hongkong and Kowloon Wharf & Godown Co.'s Premises, Kowloon.

NOTICE.

THE EDITORIAL OFFICES of the CHINA MAIL are now located at No. 8 QUEEN'S ROAD CENTRAL (first floor) Opposite Messrs. CALDBECK, MACGREGOR and Co.
THE BUSINESS OFFICE and PRINTING WORKS are at No. 5 WYNDHAM ST.

The China Mail.

HONGKONG, SATURDAY, MAY 5, 1906.

THE CHINA ASSOCIATION.

The annual report of the China Association supplies in a handy and well arranged form a brief synopsis of the events of interest to residents in the Far East, and the current issue well sustains the level of excellence achieved by past productions. Perhaps this organisation does not receive quite the credit and support which is its due. In an unobtrusive way it keeps the nose of the Imperial Government to the grindstone, and undoubtedly its counsel is accepted by the Foreign Office with respect. The local branch, it is generally admitted, is one of, if not the, most energetic of the offshoots of the main body and it has rendered very appreciable service in directing attention to matters in which the interests not only of the community of Hongkong but all British residents in this quarter of the globe are wrapped up. One suggestion made by the Hongkong branch in connection with railway construction in China has not found favour in the sight of the Home Committee. The local body advocated working hard and soul with the Japanese in connection with future railway construction; Japan to supply engineers and great Britain the capital. The annual report dismisses this recommendation with the rather cryptic observation: "Such a course seems to be hardly feasible even if it were desirable, as the lending country would naturally prefer the work being done under the supervision of its own engineers. There seems to be a little confusion in the minds of the Home Committee as to the actual meaning of 'feasible' and 'desirable,' in fact from the sentence quoted they appear to think that the terms are synonymous. The local branch, with the fuller knowledge which necessarily must come from being on the spot, advocated a course which seemed to it to possess the advantage of bringing conflicting interests into line. We know what the people at Home do

not seem to have appreciated, that Japan threatens to become in the future a very serious competitor with Great Britain in the struggle for commercial advantages in China. But Japan is notoriously poor and, willing though she may be to enter upon great works with immense future promise but from which no immediate return can be expected, her means prevent her from carrying out her desire without financial assistance. It has been foreseen by the local branch of the China Association that this might possibly result in Japan acquiring certain rights and retaining them until such time as she may be prepared to find the money. Obviously the looking up of commercial facilities in this manner would be detrimental to British interests and this being so it seems to us that the proposition made by the local branch is worthy of much more consideration than the Home Committee appears to have given. The Home Committee has simply affirmed that the idea is "hardly feasible," but has very sagely refrained from explaining why. Reference is made in the annual report to the Shanghai Mixed Court difficulty and the unfortunate incident at Tientsin in connection with the extraordinary surrender by the British authorities of one of their officials to punishment by the Chinese. Naturally dissatisfaction is expressed at the failure of the responsible persons in each of these instances to adopt a course calculated to impress the Chinese mind with the determination of the British to conserve their rights. The well based fear is expressed that it will be difficult to remove the impression that we are disposed to surrender our treaty given rights if the Chinese bring sufficient pressure to bear. A variety of other subjects are adverted to and credit is given to the Hongkong branch for the promptitude with which it has brought many important matters under notice. The report will be laid down by local readers with a feeling of satisfaction at finding that so many of the subjects which are of primary importance to those of us whose transitory or permanent interests lie in this part of the world are being so closely watched by a body which has special facilities for making representations in quarters where they are most likely to be of value.

Some time ago, at a period even beyond the ken of the oldest inhabitant, an English King distinguished himself by sitting in an armchair by the sea-shore and getting his feet wet. The story, as it has been handed down to us, has it that King Canute thus outraged his pedal extremities and ruined his equivalent for patent leather shoes in a laudable effort to convince his courtiers that he was much too wary a bird to be caught by their chaff. He wanted to show them that the will of a mighty King was as nothing to the great forces of Nature. A pretty story in truth but it has always seemed to us rather more fishy than even its marine setting warrants. As likely as not the King himself was suffering from the complaint which causes men and monarchs to order a larger size in hats or crowns. Perhaps he secretly consulted one of those venerable old impostors the Druids and got the straight tip about the hour this tide was to turn with the idea of showing his courtiers that his regal word was obeyed even by the waves. A miscalculation may have been made and the monarch, confronted with the prospect of being put to confusion, with ready resource turned what might have been a humiliating incident into an opportunity of rebuking the court for undue sycophancy. The venerable Canutian anecdote is recalled by an experience which lately befel King Alfonso of Spain. That indefatigable young sovereign was visiting the Canary Islands in a warship and great difficulty was experienced in approaching the land owing to heavy weather. The Spanish Ministers who accompanied the King were opposed to going on shore but Alfonso insisted and the whole party had to wade through the surf. There is quite a good moral pointed by the action of the young Spanish King as that which is drawn from the alleged incident on the British coast. Alfonso taught his Ministers that a little determination on the part of a King may enable him to fulfil his will despite

the opposition of the elements. Incidentally Alfonso showed that he was as little afraid of wet feet as his hoary British predecessor.

It may be confidently expected that news of the mobilisation of the British Army may come to hand at any moment. Perhaps this prophecy will be thought to have some connection with the trouble in the Transvaal or the dispute with the Unspeakeable Turk. Unfortunately it is a much more serious matter and one that even the contents of Cordell and the Anglo-Japanese Alliance cannot protect us against. To be brief and to let the full weight of the terror fall upon the reader at once the Isle of Man is disaffected and mutterings in Manx are beginning to be heard which may betoken rebellion. The gravity of the position will be realised when consideration is given to the area and population of the angry island. It is, the useful and reliable Whittaker informs us, no less than 145,325 acres in extent and has a population of 55,568. Lord Roberts will perhaps be the only person to feel satisfaction at this threatened danger. Great national crises such as this are more likely to bring the phlegmatic citizen to a sense of his responsibilities than an avalanche of speeches. It is well for the Empire that the great self governing colonies have shown that they are always prepared to assist the Motherland in an emergency. No doubt colonial contingents will be raised, and it behoves Hongkong to do her part. In fact this would be a good opportunity for us to display our loyalty by undertaking to suppress the rebellion unaided by the Imperial forces or contingents from our sister colonies. We can spare a couple of lakongs for a short period.

The alleged decadence of British trade, including shipping, has been a matter that has received considerable attention from us during recent years, and we have endeavoured to ally the fears of those who deplore this asserted condition of affairs by making public all the statistics we could secure on the question, more especially those relating to Great Britain's share of the Far Eastern trade. Perhaps we have referred to it too often, but even at the risk of being tedious we again return to the question. The returns of trade for China during 1905 and the report on the foreign trade, to which we referred yesterday, contains many tables of statistics dealing with almost every phase of this important subject. Under one head we find the share taken by each nationality in the carrying trade of China set out in detail, and we have compiled the following table, which sets out Great Britain's position very clearly. The figures are all taken from the Customs report, and may therefore be accepted to be as correct as it is possible to make them, in view of the difficulties under which the Customs are placed with regard to securing accurate particulars of the nationality of the goods carried in each steamer from places which are in a like position to Hongkong.

	Total	Great Britain's Share
Entries and Clearances	223,950	30,442 13.50
Tonnage	15,755,547	35,065,558 43.24
Foreign and Coast Trade	1,642,841,254	74,310,304 50.78
British Trade	7,817,170	15,108,729 54.31
Tonnage Dues	1,103,330	57,224 11.83
Opium Licenses	4,144,037	2,705,557 65.32

By combining Great Britain's percentage with China's the balance represents the percentage of the rest of the world combined and the position is then as follows:—

	Britain and China	Rest of the World
Entries and Clearances	70.81	29.91
Tonnage	70.79	30.21
Foreign and Coast Trade	75.76	24.24
British Trade	73.09	26.91
Tonnage Dues	57.25	42.75
Opium Licenses	73.50	26.50

The foregoing tables are sufficient to indicate the solidity of Great Britain's position in the Far East.

How extensively the telephone is used in London may be gathered from a statement made by Sir Henry Fowler at the recent meeting of the National Telephone Company. At a cost of a fraction under a half penny each, 1,053,000,000 messages were sent over the company's lines last year, or 69,000,000 more calls than during 1904. During the same period 89,000,000 inland telegrams were sent. But London was still far behind New York, for with a population of six and a half millions, against New York's five and a half millions, London has 100,000 telephone stations, as compared with 280,000 in New York.

LOCAL AND COAST NEWS.

The English Mail of the 2nd April was delivered in London on the 4th May.

Regulations relating to the examination of Masters and Mates made by the Governor in Council are published in the Government Gazette.

A Chinaman was arrested yesterday with a murderous looking sheath knife in his possession. He appeared, at the Magistracy this morning, charged with having the knife unlawfully in his possession and was convicted and ordered to pay a fine of \$10. The knife was confiscated.

An accident occurred yesterday morning at the Head Quarter Offices in Fletcher Street, part of the ceiling falling in the Pay Master's Office upon the Pay Master (Captain Marsham). Fortunately this officer, though the bulk of the plaster fell on his head, escaped injury, beyond the left arm being damaged slightly. Were it not for the safety of many gallant officers and men, we could have wished that the whole of the dirty and unsightly buildings in Fletcher Street had fallen to the ground. Quite apart from the reputation in which this Street is held before the War Office considered it suitable to the dignity of Headquarters of the British Army out East, one would imagine that its appearance alone, propped up with balks of timber, would warrant its demolition on the grounds of unsuitability, unsightliness and uncleanliness.

Thurston.

Magic and mystery is to be shown at the Theatre Royal to-night by "The Great Thurston." Judging from the looking there should be a large audience. A small army of men have been preparing the stage at the Theatre for the performance, and the management promise an entertainment such as has not been seen in Hongkong before. Special trains and forces will be run at the conclusion of the performance.

Constable Charged.

The case in which an Indian police constable is charged with assaulting a Chinese boy was further remanded, at the Magistracy, this morning. When the case was last before the court it was stated that the boy was in a very critical condition but since that he has greatly improved and although likely to remain in the hospital for some time longer is now expected to soon be sufficiently recovered from his injuries to appear in court.

SOCIAL AND PERSONAL.

Mr Malcolm H. Logan has been appointed District Engineer on the British section of the Kowloon-Canton Railway.

Mr A. J. Darby has been appointed secretary to the Squatter's Board during the absence on leave of Mr L. C. Hess.

The appointment of Mr E. A. Hewett to the Legislative Council, vice Mr R. G. Shawan, is notified in the Government Gazette.

Mr Robert Baker has been appointed personal assistant to the Chief Resident Engineer in charge of the Kowloon-Canton Railway, British Section.

Our Canton correspondent writes that Dr Andrew Beattie is reported to be improving. His severe illness necessitates his leaving for a rest in the homeland as early as possible.

We are pleased to note the announcement in *The Times* of the promotion of Second Lieutenant P. R. Wise to Lieutenant in the Duke of Edinburgh's (Wiltshire Regiment) Lieutenant Wise is the son of His Honour Mr Justice Wise, and receives his promotion vice C. V. Champion de Crespigny, seconded.

His many friends, both here and along the China Coast generally, will regret to hear of the death of Mr Dan Corcoran, 4th engineer of the steamer "Unang." The death occurred at 4.30 a.m. on April 28 in the Singapore Hospital from acute enteritis. The deceased was a son of Mr J. W. Corcoran, late Chief Inspector of Police at Hongkong.

"The Merry Wives of Windsor," was produced at His Majesty's Theatre, London, on April 27, as a jubilee performance to Miss Ellen Terry. At the conclusion Mr Tree read an address of congratulation to Miss Terry from the Playgoers' Club and presented her with a very handsome basket as a token of esteem and affection from the members of the club.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—
On the 5th at 12.5 p.m. The barometer has risen over W. Japan and fallen in W. Japan, the Loochoos and the China coast. A depression appears to be developing over Central China. Pressure is high over N. Japan.
Light to moderate S.E. and S. winds are indicated in the Formosa Channel and over the N. part of the China Sea, accompanied by fog along the coast.
Forecast:—Light to moderate S.E. winds, thunder showers.

A GOOD SUGGESTION.

Mr C. B. Wainwright of Leamington City, Eng., U.S.A., has written the manuscript of a book, "The Good Results are obtained from the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy in cases of pain in the stomach, colic and cholera morbus by taking it in water as hot as can be drunk. That when taken in this way the effect is double in rapidity. It comes to get at the right spot instantly, he says. For sale by all chemists and druggists.

Blouses =

Pretty and Inexpensive.

A Large Selection of

Sunshades =

\$2.75 to \$25.00 each.

Inspection Invited.

Wm. POWELL, Ltd.,

HONGKONG.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from Colombo to	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles (Brindisi 1 day earlier)	Plymouth (London 1 day later)
DEVANHA 8000	May 6	HIMALAYA 7000	Sunday, June 3	June 9
DELHI 8000	May 19	INDIA 8000	June 17	June 23
ODISHA 7000	June 2	CHINA 8000	July 1	July 7
DONGOLA 8000	June 16	* DONGOLA 8000	July 15	July 22
ARADIA 8000	June 30	MONGOLIA 10000	July 29	Aug. 5
DELTA 8000	July 14	BRITANNIA 10000	Aug. 12	Aug. 19

* Dongola through to London.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Tonnage	Hongkong	London
MANILA 4500	May 23	June 28
CEYLON 4500	May 23	July 4
PALAWAN 4500	June 20	Aug. 4
JAPAN 4700	July 18	Sept. 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Calls at Marseilles.

* Carry only First Saloon Passengers.

* Carries 1st and 2nd Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

HAMBURG-AMERICA LINE.

O-STASIATISCHER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. SILVIA, 12th May, 1906. Freight & Passengers.

FOR MARSEILLES AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. JSTRA, 15th May, 1906. Freight.

FOR MARSEILLES, HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. O. FERD. LAEISZ, 1st June, 1906. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. SITHONIA, 3rd June, 1906. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. ANDALUSIA, 14th June, 1906. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity. Daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINE,

HONGKONG OFFICE,

KING'S BUILDINGS.

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EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain POWELL, will be despatched for the above ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 30, 1906.

886

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAYAN ARCHES, CAMBODIA, ANAM, THIBET, UZBEK AND JAPAN.

Enriched to the SOCIETY OF THE 'MISSIONARY'.

Translated by EDWARD HARPER PARKER and

Reprinted from THE CHINA REVIEW.

Price 50 Cents.

For Sale at The CHINA MAIL OFFICE, 5, Wyndham Street.

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NOTICES TO CONSIGNEES.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship Zaida, having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., TO-DAY, the 4th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, May 4, 1906.

945

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM LONDON AND PORTS.

THE Company's Steamship Glenloch, having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m., TO-DAY.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,

Hongkong, May 2, 1906.

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Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS: SAILING DATES, 1906.

SACHSEN ... WEDNESDAY, 9th May

PRINZ HEINRICH ... WEDNESDAY, 23rd May

RODON ... WEDNESDAY, 8th June

PREUSSEN ... WEDNESDAY, 20th June

ZIEHEN ... WEDNESDAY, 4th July

GREISNAU ... WEDNESDAY, 18th July

BAVERN ... WEDNESDAY, 1st August

PRINZ REGENT LUTPOLD ... WEDNESDAY, 15th August

PRINZ EITEL FRIEDRICH ... WEDNESDAY, 29th August

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Captain PETERSSEN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for above, Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lanes can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Naples, Genoa and Gibraltar ... 1st Class \$21.0.0, 2nd Class \$12.0.0, 3rd Class \$22.0.0

To Southampton, London, Bremen and Hamburg ... 1st Class \$21.0.0, 2nd Class \$12.0.0, 3rd Class \$22.0.0

To New York, via Suez, via Naples, Genoa or Gibraltar ... 1st Class \$21.0.0, 2nd Class \$12.0.0, 3rd Class \$22.0.0

To New York, via Suez, via Bremen or Southampton ... 1st Class \$21.0.0, 2nd Class \$12.0.0, 3rd Class \$22.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION.)

STEAMERS: SAILING DATES, 1906.

WILLEHAD ... 4765 tons ... TUESDAY, 29th May, 1906.

PRINZ WILHELM ... 3927 tons ... TUESDAY, 26th June, 1906.

PRINZ SIGISMUND ... 3302 tons ... TUESDAY, 24th July, 1906.

ON TUESDAY, the 29th day of May, at Noon, the Steamship WILLEHAD, Captain OBERHAUSEN, with Mails, Passengers, and Cargo, will leave this Port for above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Manila ... 1st Class \$30.0.0, 2nd Class \$20.0.0, 3rd Class \$20.0.0

To New Guinea ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Brisbane ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Sydney ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Melbourne ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Yokohama ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Kobe ... 1st Class \$28.0.0, 2nd Class \$18.0.0, 3rd Class \$22.0.0

To Kobe and back to Hongkong ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial ... 1st Class \$27.0.0

To Europe via Australia and America ... 1st Class \$27.0.0

(from Australia to New York via Vancouver by the O. P. R. Co.'s steamer and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA: ROON, WEDNESDAY, May 9.

For YOKOHAMA & KOBE: WILLEHAD, WEDNESDAY, May 9.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamer, P. M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

to London via Plymouth or Southampton ... 1st Class \$27.0.0

to Bremen ... 1st Class \$27.0.0

to Paris via Cherbourg ... 1st Class \$27.0.0

to Naples, Genoa, via Gibraltar ... 1st Class \$27.0.0

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

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WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Department of each English and French Mail Steamer to Europe.

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NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Ager, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., TO-DAY, the 4th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SARSOON & Co., Ltd., Agents.

Hongkong, May 4, 1906.

916

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DONQUOLA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This Vessel brings Cargo:-

From London, &c. ex s.s. China.

From Australia, ex s.s. From Calcutta, ex s.s.

From Penang, &c. ex s.s. B.I.S.N. and P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, May 3, 1906.

916

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PALAWAN.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This Vessel brings Cargo:-

From London, &c. ex s.s. China.

From Australia, ex s.s. From Calcutta, ex s.s.

From Penang, &c. ex s.s. B.I.S.N. and P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, April 30, 1906.

916

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kungang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., TO-DAY, the 4th Inst., will be landed at Consignees' risk and expense

